

LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-9 (Canceled)

Claim 10 (Currently Amended) A freight vehicle, comprising: including
lateral sides ~~of the vehicle~~; ;
a chassis[[,]] ;
an engine supported on the chassis to drive for driving the vehicle
supported on the chassis; ;
a driver's cab mounted to the chassis and above the engine, the driver's cab
including at least one door;
a compartment arranged on the chassis, the engine being disposed in the
compartment in which the engine is disposed, the compartment having lateral
sides [[at]] adjacent to the lateral sides of the vehicle;
a panel arranged adjacent to [[at]] at least one of the lateral sides of the
vehicle and laterally delineating the ~~engine~~ compartment, the panel being pivotally
mounted [[on]] to the chassis to permit the panel to pivot laterally outward
between a closed position enclosing the at least one lateral side of the
compartment and an open position permitting access ~~past the panel~~ to the engine
in the compartment; and
a cover pivotally mounted to the chassis and arranged below the door of
the driver's cab, the cover being pivotable between a closed position concealing
the panel and an open position revealing the panel.

Claim 11 (Currently Amended) The vehicle of claim 10, wherein the panel is pivotable
~~pivotally supported to pivot open laterally outwardly and also rearwardly with~~

respect to ~~[[the]]~~ a longitudinal direction of the vehicle to provide ~~for providing~~ access to the compartment.

Claim 12 (Currently Amended) The vehicle of claim 11, further comprising a panel control arrangement connected with ~~to~~ the panel ~~and for controlling the~~ to control movement of the panel to the open ~~access~~ position.

Claim 13 (Currently Amended) The vehicle of claim 10, further comprising at least one externally accessible step arranged on the panel to enable ~~enabling~~ a user to climb to the driver's cab ~~on the step~~.

Claim 14 (Currently Amended) The vehicle of claim 10, wherein ~~further comprising~~ the chassis has ~~having~~ a forward end; the vehicle further comprising:
a frame arranged on the chassis, the frame including ~~with~~ a forward end ~~that is toward~~ arranged adjacent to the forward end of the vehicle chassis~~[[,]]~~ ; and
a suspension arrangement arranged on the frame and supporting the engine.

Claim 15-16 (Canceled)

Claim 17 (Currently Amended) The vehicle of claim ~~[[16]]~~ 10, further comprising at least one externally accessible step arranged on the panel to enable ~~enabling~~ a user to climb to the driver's cab ~~on the step~~; the cover being shaped and positioned so that ~~in the closed position of the cover~~, the cover conceals the panel and the at least one step when the cover is in the closed position ~~thereon~~.

Claim 18 (Currently Amended) The vehicle of claim ~~[[16]]~~ 10, further comprising a relative motion absorbing control arrangement detachably coupling the door to the cover ~~the cab door above the cover and the cover over the panel~~, the absorbing control

arrangement permitting relative movement between the cab door of the driver's cab and the cover compensating to compensate for a cab springing of the driver's cab and ~~for the hinge mounting of the door and the cover.~~

Claim 19 (Currently Amended) The vehicle of claim 18, wherein the door of the cab is hinge mounted to the cab at a first hinge position and the cover is hinge mounted to the chassis at a second hinge position arranged that is at a different location longitudinally along the vehicle than the first hinge position, ~~and~~ the relative motion absorbing control arrangement permitting the door to pivot about the first hinge position and permitting the cover to pivot about the second hinge position ~~enabling the continued coupling of the door and the cover during the pivoting thereof around their different longitudinal positioned hinged mountings.~~

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Claim 20 (Currently Amended) The vehicle of claim 19, ~~wherein the~~ further comprising a first hinge mount hinge mounting the cab to the first hinge position and a second hinge mount hinge mounting the cover to the second hinge position, the first hinge mount including a ~~comprises a respective first hinge pin, the for the cab door and the second hinge mount including comprises a second hinge pin for the cover, and the second hinge pin of the cover is situated slightly forward of the first hinge pin of the door along [[the]] a longitudinal direction of the vehicle.~~

Claim 21 (Currently Amended) The vehicle of claim 19, wherein the control arrangement ~~comprises~~ includes a slide rod secured to the cover~~[[,]]~~ and a sleeve connected to the door of the driver's cab door, the sleeve receiving the slide rod therein, ~~[[and]]~~ the sleeve and the slide rod being moveable with respect to each other; the control arrangement ~~a jointed connection between the sleeve and the cab door~~ enabling relative movement between the door and the cover and relative movement between the slide rod and the sleeve.

- Claim 22 (Previously Presented) The vehicle of claim 21, further comprising a bracket fastened to the cover, the slide rod being fitted in the bracket; the sleeve being supported for rotation and for longitudinal movement with respect to the slide rod.
- Claim 23 (Currently Amended) The vehicle of claim 22, further comprising an external lever arm attached to the sleeve and a bracket fastened to the door of the cab door, and a ball joint and fastening element connected between the lever arm and the bracket ~~on the cab door for enabling the~~ to enable relative movement therebetween.
- Claim 24 (Currently Amended) The vehicle of claim 21, further comprising a pivot frame pivotally connected to the chassis; the ~~panel~~ control arrangement ~~comprises~~ including a four joint mechanism ~~including having~~ first and second hinged arms spaced apart from one another, each hinged arm having an outer end pivotally attached to ~~[[the]]~~ an inside of the panel, ~~the~~ and the first hinged arm having an inner end pivotally attached to the pivot frame ~~connected to the chassis~~.
- Claim 25 (Currently Amended) The vehicle of claim 24, further comprising a wheel, a wheel housing to house the for a wheel, and a mounting fastened to the wheel housing, the wheel housing being of the vehicle and located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the the longitudinal direction location of the panel, and the outer end of the second hinged arm being connected to [[a]] the mounting fastened to the wheel housing.
- Claim 26 (Currently Amended) The ~~freight~~ vehicle of claim 24, wherein the first hinged arm ~~attached to the framework comprises~~ includes two vertically separated, parallel bent bars extending substantially horizontally~~[[;]]~~ and parallel, substantially vertical tie bars linking the horizontal bent bars; the vehicle further comprising a wheel and a wheel housing to house the over a wheel, the wheel

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housing being of the vehicle and located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the longitudinal direction location of the panel; the second hinged arm including a bent rod arranged horizontally, the second hinged arm being attached to the wheel housing and comprising a bent rod arranged horizontally.

Claim 27 (Previously Presented) The vehicle of claim 10, wherein the cab is non-tiltable with respect to the chassis, the engine compartment and the panel.

Claim 28 (New) A freight vehicle, comprising:

lateral sides;

a chassis;

an engine supported on the chassis to drive the vehicle;

a driver's cab mounted to the chassis and above the engine, the driver's cab including at least one door;

a compartment arranged on the chassis, the engine being disposed in the compartment, the compartment having lateral sides adjacent to the lateral sides of the vehicle;

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a panel arranged adjacent to at least one of the lateral sides of the vehicle and laterally delineating the compartment, the panel being pivotally mounted to the chassis to permit the panel to pivot laterally outward between a closed position enclosing the at least one lateral side of the compartment and an open position permitting access to the engine in the compartment;

a cover pivotally mounted to the chassis and arranged below the door of the driver's cab, the cover being pivotable between a closed position concealing the panel and an open position revealing the panel; and

a relative motion absorbing control arrangement detachably coupling the door to the cover, the absorbing control arrangement permitting relative

movement between the door of the driver's cab and the cover to compensate for a springing of the driver's cab;

wherein the door of the cab is hinge mounted to the cab at a first hinge position and the cover is hinge mounted to the chassis at a second hinge position arranged at a different location longitudinally along the vehicle than the first hinge position, the relative motion absorbing control arrangement permitting the door to pivot about the first hinge position and permitting the cover to pivot about the second hinge position.

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Claim 29 (New) The vehicle of claim 28, further comprising a first hinge mount hinge mounting the cab to the first hinge position and a second hinge mount hinge mounting the cover to the second hinge position, the first hinge mount including a first hinge pin, the second hinge mount including a second hinge pin situated forward of the first hinge pin along a longitudinal direction of the vehicle.

Claim 30 (New) The vehicle of claim 28, wherein the control arrangement includes a slide rod secured to the cover and a sleeve connected to the door of the driver's cab, the sleeve receiving the slide rod therein, the sleeve and the slide rod being moveable with respect to each other; the control arrangement enabling relative movement between the door and the cover and relative movement between the slide rod and the sleeve.

Claim 31 (New) The vehicle of claim 30, further comprising a bracket fastened to the cover, the slide rod being fitted in the bracket; the sleeve being supported for rotation and for longitudinal movement with respect to the slide rod.

Claim 32 (New) The vehicle of claim 31, further comprising an external lever arm attached to the sleeve and a bracket fastened to the door of the cab and a ball joint and

fastening element connected between the lever arm and the bracket to enable relative movement therebetween.

Claim 33 (New) The vehicle of claim 30, further comprising a pivot frame pivotally connected to the chassis; the control arrangement including a four joint mechanism having first and second hinged arms spaced apart from one another, each hinged arm having an outer end pivotally attached to an inside of the panel, the first hinged arm having an inner end pivotally attached to the pivot frame.

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Claim 34 (New) The vehicle of claim 33, further comprising a wheel, a wheel housing to house the wheel, and a mounting fastened to the wheel housing, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the outer end of the second hinged arm being connected to the mounting.

Claim 35 (New) The vehicle of claim 33, wherein the first hinged arm includes two vertically separated, parallel bent bars extending substantially horizontally and parallel, substantially vertical tie bars linking the horizontal bent bars; the vehicle further comprising a wheel and a wheel housing to house the wheel, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the second hinged arm including a bent rod arranged horizontally, the second hinged arm being attached to the wheel housing.

Claim 36 (New) The vehicle of claim 28, wherein the cab is non-tiltable with respect to the chassis, the engine compartment and the panel.